

- ~~Realignment of existing Route 80 along Interstate 8 east of College Avenue. Route 80 will function as an express bus serving both Parkway Plaza and Grossmont Center.~~

~~Additional proposed improvements not developed by the San Diego Metropolitan Transit Development Board Corporation, but which should be vigorously pursued, include:~~

- ~~Initiation of service along Mission Gorge Road and Golferest Drive and extension of bus service along Lake Murray Boulevard to Grossmont College.~~
- Evaluation of rerouting Bus Route 13 to serve the future Grantville LRT station.
- Increase service on Bus Route 40 to operate all day, routing midday and selected peak period trips to the Grantville station. Evaluate effect of marketing efforts, need and possible service reductions in this route.
- Possible elimination of Bus Route 81 to coincide with the opening of the Mission Valley East Light Rail Extension.
- Work with the City of La Mesa to possibly implement Westside Shuttle route operation to serve the future 70th Street trolley station.

For longer term improvements (up to the year 2000) there should be additional local and express service similar to that described above, with emphasis on minimizing travel time and wait time, extending service to provide a greater number of destinations and making transit travel more pleasing (e.g., modern vehicles and terminals).

BICYCLES

INTRODUCTION

Today across the United States the bicycle boom continues. People of all ages are riding bicycles as never before. People have turned to bicycles for exercise, recreation and transportation. Schools within a community often generate a high demand for bicycle facilities. Bikes do not pollute, are energy efficient, and they offer an opportunity to bypass congested streets. The City has design standards for the construction of bikeways and an ongoing program of providing a comprehensive bikeway system for City residents which will connect to a regional bikeway network. Bikeways fall into three categories based on the degree or extent of their improvements: bicycle paths (Class I), lanes (Class II) and routes (Class III). Four such bikeways have been constructed in Navajo, and are noted on the bikeways map. They are described in the following section along with the proposed routes.

PROPOSALS

- **Regional Bikeway**

A regional bike route is proposed from the ocean through Mission Valley to Mission Gorge Road and northeasterly along Mission Gorge Road. This route will also continue east parallel to the north side of I-8 from Mission Gorge Road to the vicinity of College Avenue.

(94 cont.)

PROPOSALS

Freeway and Expressways

- A recently completed study by SANDAG concluded that the easterly extension of State Route 52 is the most critical improvement needed to relieve traffic congestion on Mission Gorge Road, Friars road, and Interstate 8. Construction of SR-52 from Santo Road in Tierrasanta to the City of Santee will be scheduled as soon as environmental clearance is obtained.
- An extension of Route 125 north to State Route 52 is proposed. When built, this freeway and/or expressway would parallel the eastern edge of the Navajo Community.
- Improvement by Caltrans of Interstate 15 to 6-8 lanes between I-8 and State Route 163, and eight or more lanes north of Route 163 is being implemented.
- An additional westbound traffic lane on Interstate 8 between College Avenue and Interstate 15 is being proposed by Caltrans. This improvement will relieve traffic congestion on Interstate 8 and Navajo community streets which access Interstate 8 (i.e., College Avenue, Waring Road, and Mission Gorge Road). Caltrans is scheduled to advertise for bids for the widening in 1991.

Streets

1. The synchronization of traffic signals along Mission Gorge Road, between Interstate 8 and Rainier Avenue is currently being designed (Fiscal Year 1988). The traffic signals north of Rainier Avenue cannot be synchronized because they are spaced in excess of one-quarter mile apart, the maximum practical distance for synchronization.
2. Friars Road, between Riverdale Street and Santo Road, is planned to be widened to six lanes to alleviate congestion at the intersection of Mission Gorge Road and Friars Road which is caused by the three westbound lanes on Friars Road narrowing to two lanes west of Riverdale. This project is included in the Capital Improvements Program for design in Fiscal Year 1989.
3. Jackson Drive is planned to be extended as a major street from Mission Gorge Road northerly to connect to Clairemont Mesa Boulevard and SR-52 in the Tierrasanta community concurrent with the completion of SR-52. This project is scheduled in the Capital Improvements Program for design in Fiscal Year 1990.
4. The easterly extension of Alvarado Canyon Road will be constructed as part of the Mission Valley East LRT project as a 2-lane collector crossing over Waring Road to Adobe Falls Road. The road will provide improved access to the planned Grantville LRT Station and help to mitigate traffic impacts on Fairmount Avenue, Mission Gorge Road, and the westbound I-8 offramp.

5. A study of the realignment of Alvarado Canyon Road should be completed and the project undertaken as soon as feasible. Subject to environmental review, the intersection of Alvarado Canyon Road with Mission Gorge Road should be moved northward to align with the Mission Gorge Road/Fairmount Avenue intersection. This realignment will help alleviate traffic congestion on the westbound I-8 offramp/Fairmount Avenue intersection. Consideration should also be given to widening the southbound Fairmount Avenue to westbound I-8 on-ramp in conjunction with this project.

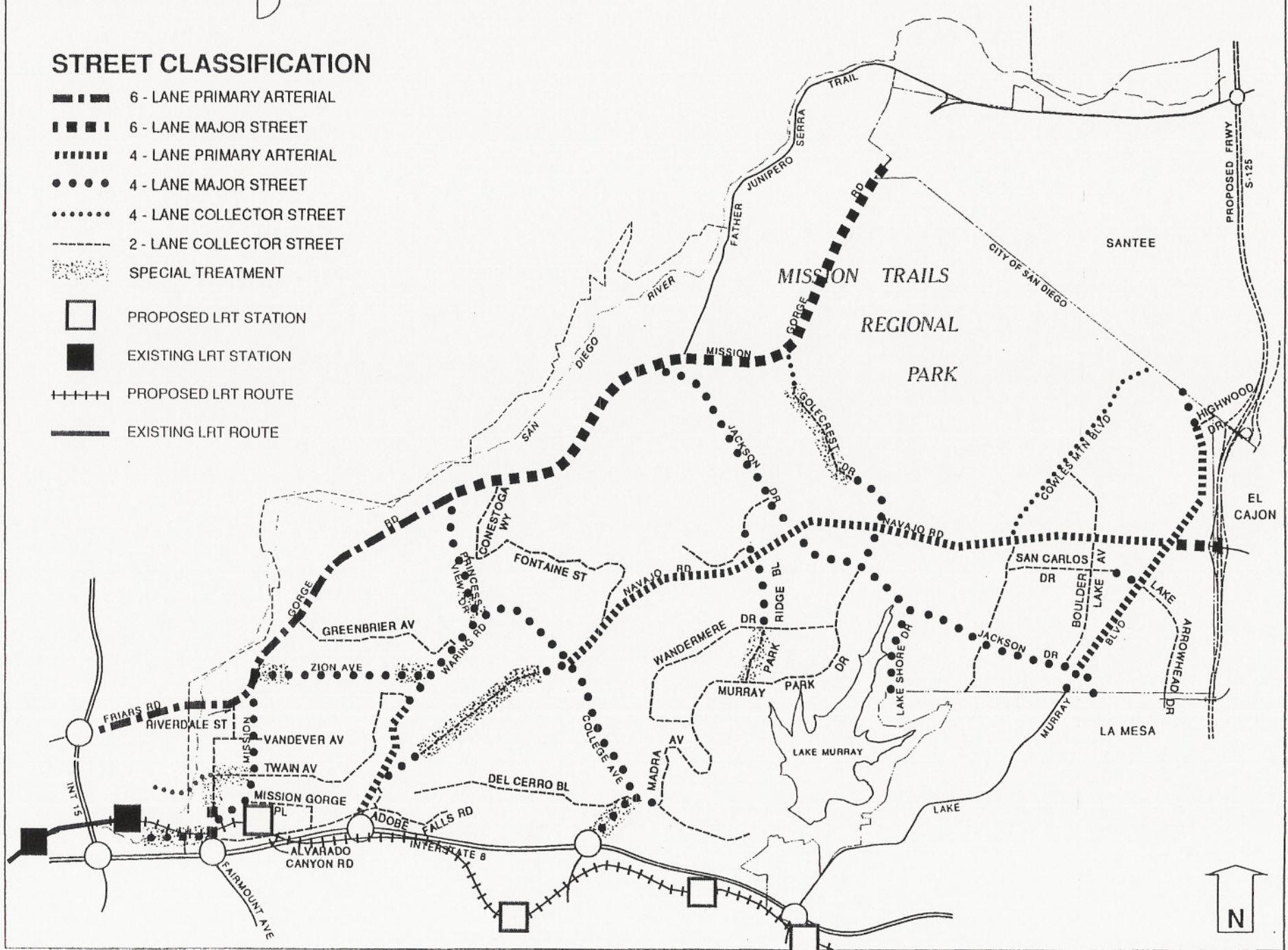
(99 cont.)





STREET CLASSIFICATION

- 6 - LANE PRIMARY ARTERIAL
- 6 - LANE MAJOR STREET
- 4 - LANE PRIMARY ARTERIAL
- 4 - LANE MAJOR STREET
- 4 - LANE COLLECTOR STREET
- 2 - LANE COLLECTOR STREET
- SPECIAL TREATMENT
- PROPOSED LRT STATION
- EXISTING LRT STATION
- +++++ PROPOSED LRT ROUTE
- EXISTING LRT ROUTE



The circulation plan must be oriented to provide a balanced transportation system for the Navajo community. Additional streets and alterations to existing streets should be limited to remedial and corrective measures. Only as a last resort should the widening or addition of streets, as would be required by the City's street standards, be considered.

Special treatment should be provided as indicated on the Street Classification Map to handle capacity problems. The special treatment required may take the form of parking prohibitions, widening at intersections to obtain additional lanes, adding or changing intersection channelization to facilitate heavy directional moves, and special traffic signal phasing or interconnection.




















~~Transportation Management Associations (TMA's) should be established to promote trip reduction strategies for employment centers within the community, particularly in the commercial and industrial areas in Grantville. Such strategies include promoting carpooling and vanpooling, providing bus pass subsidies and bicycle facilities, and joint development of transit facilities.~~

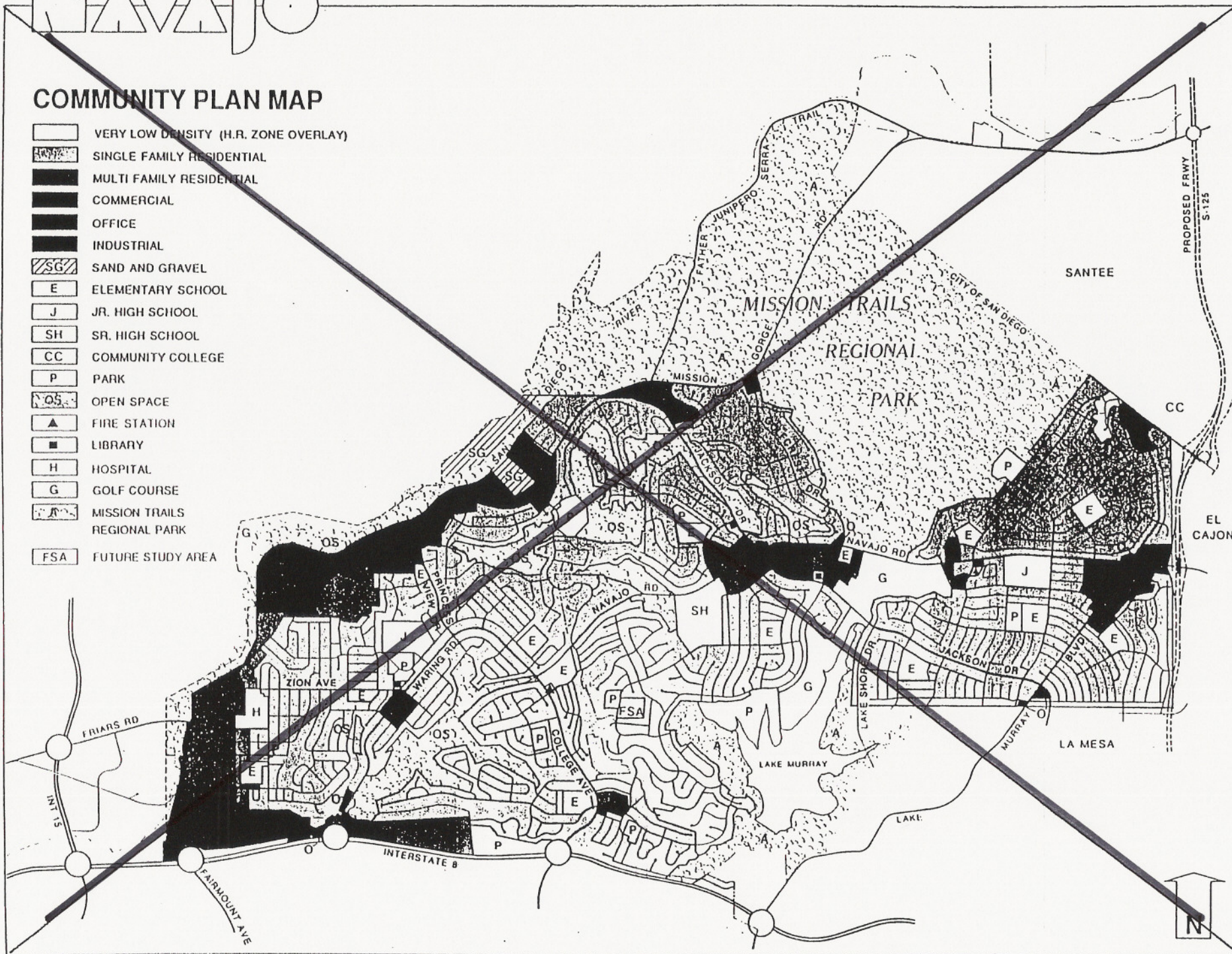
In the event the above techniques cannot adequately facilitate traffic, the following improvements should be considered:

6. Navajo road should be widened to a six-lane major street east of Lake Murray Boulevard.
2. Mission Gorge Road should be widened to a six-lane facility north of Zion Avenue with no left-turn lanes except at signaled intersections. Between Fairmount Avenue extension and Interstate 8 (at its southerly terminus) Mission Gorge Road should also be improved to be a six-lane major street.
3. In preparing this next recommendation, City and State agencies and community interests were consulted and numerous alternatives were considered and analyzed. The recommendation for the extension of Navajo Road through Navajo Canyon appears to be the best solution at this time, but only under the following conditions:

Since this plan recommends maintaining Navajo Canyon as open space, the extension of Navajo Road through the canyon should be designed to parkway standards and limited to a two-lane facility with four lanes at the intersections with College Avenue and Waring Road and no intermediate access; sufficient capacity must exist on Interstate 8 to accommodate the Navajo Road traffic; and a reevaluation of the entire recommendation shall be undertaken if at any time before construction, any curb on automobile traffic, such as the use of gasoline rationing, etc., takes place in San Diego.

COMMUNITY PLAN MAP

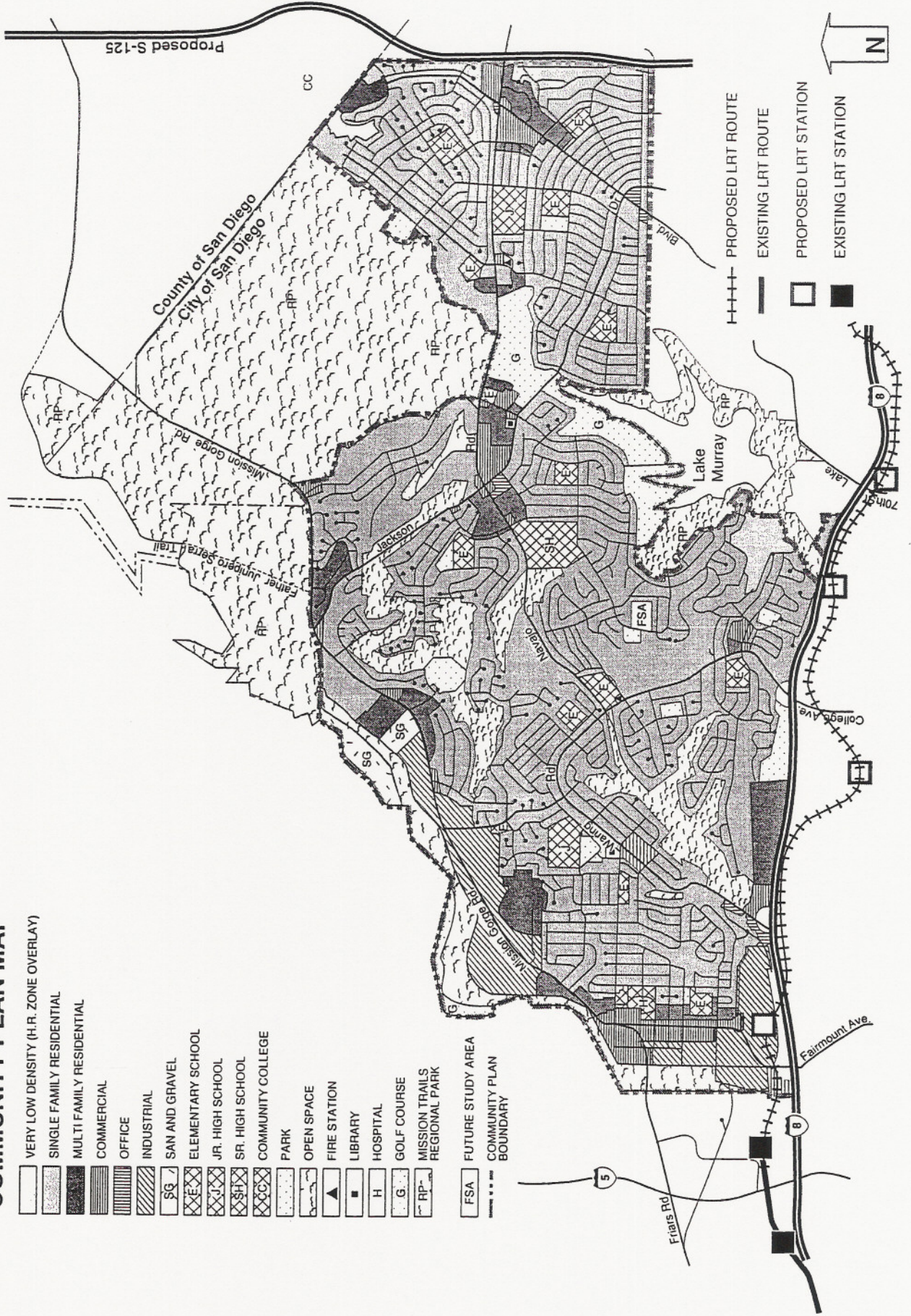
-  VERY LOW DENSITY (H.R. ZONE OVERLAY)
-  SINGLE FAMILY RESIDENTIAL
-  MULTI FAMILY RESIDENTIAL
-  COMMERCIAL
-  OFFICE
-  INDUSTRIAL
-  SAND AND GRAVEL
-  ELEMENTARY SCHOOL
-  JR. HIGH SCHOOL
-  SR. HIGH SCHOOL
-  COMMUNITY COLLEGE
-  PARK
-  OPEN SPACE
-  FIRE STATION
-  LIBRARY
-  HOSPITAL
-  GOLF COURSE
-  MISSION TRAILS REGIONAL PARK
-  FUTURE STUDY AREA





COMMUNITY PLAN MAP

- VERY LOW DENSITY (H.R. ZONE OVERLAY)
- SINGLE FAMILY RESIDENTIAL
- MULTI FAMILY RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- SAN AND GRAVEL
- ELEMENTARY SCHOOL
- JR. HIGH SCHOOL
- SR. HIGH SCHOOL
- COMMUNITY COLLEGE
- PARK
- OPEN SPACE
- FIRE STATION
- LIBRARY
- HOSPITAL
- GOLF COURSE
- MISSION TRAILS REGIONAL PARK
- FUTURE STUDY AREA
- COMMUNITY PLAN BOUNDARY



<u>PROPOSAL OR ACTIVITY</u>	<u>PRIORITY OR TIMING</u>	<u>ACTION</u>	<u>RESPONSIBILITY</u>	<u>FINANCING METHOD</u>
IX CIRCULATION				
<u>PUBLIC TRANSPORTATION</u>				
A. Increase frequency & hours for routes.	Immediately	Implement plans.	<u>MTDB</u> Transit Company	Not determined
B. Extend routes indicated on Network Map.	As soon as possible	Implement plans.	<u>MTDB</u> Transit Company	Not determined
C. Provide I-8 express service--El Cajon to Downtown with a stop in Navajo Community.	As soon as possible	Implement plans.	<u>MTDB</u> Transit Company	Not determined
D. Institute area minibus system.	Long-range	Develop and implement local service plan, possibly linked to Citywide.	NCP/through Transit Co. <u>MTDB</u> or Private	Not determined
<u>E. Construct LRT system along the east Mission Valley corridor.</u>	<u>Short-range</u>	<u>Implement plans.</u>	<u>MTDB</u>	<u>Local, State and Federal Transit Funding.</u>
<u>BIKEWAYS</u>				
<u>EE.</u> Develop community bikeway system coordinated with regional system.	As soon possible	Follow through for implementation of approved plans.	Engineering & Development	CIP, Bikeway Fund, General Fund
<u>STREETS</u>				
<u>EG.</u> Increase I-8 & I-15 traffic handling capacity.	As soon as possible	Continuing study and improvement.	Engineering & Development/ State Div. of Highways	Hwy. Trst. Fund, Gas Tax

<u>PROPOSAL OR ACTIVITY</u>	<u>PRIORITY OR TIMING</u>	<u>ACTION</u>	<u>RESPONSIBILITY</u>	<u>FINANCING METHOD</u>
GH. Extend Navajo Rd.	When needed & Conditions met	Monitor need and I-8 access; schedule into CIP.	Engineering & Dev't.	CIP, Gas Tax
HI. Expansion of existing roads to 6 lanes: Friars Rd., Mission Gorge Rd.	According to need	Schedule into CIP according to need.	Engineering & Dev't.	CIP
HJ. Extend Jackson Dr. To Mission Gorge Road.	As soon as possible	Construct according to CIP.	Engineering & Dev't.	CIP, Gas Tax
JK. Provide misc. special treatments	As needed	Monitor & determine needs and opportunities to increase the capacity of road System through special treatment.	Engineering & Dev't.	CIP &/or General Fund
<u>L. Construct easterly extension of Alvarado Canyon Rd.</u>	<u>Concurrent with LRT system</u>	<u>Implement plans.</u>	<u>Engineering & Capital Projects Dept.</u>	<u>Local, State and Federal Funding</u>
<u>M. Realign Alvarado Canyon Rd. to Fairmount/ Mission Gorge Rd.</u>	<u>As soon as possible</u>	<u>Proceed with design and environmental review when funding has been identified.</u>	<u>Engineering & Capital Projects Dept.</u>	<u>Local, State and Federal Funding</u>
X COMMUNITY ENVIRONMENT				
A. Improve grading, landscaping standards and control of hillside cuts.	Immediate	1. Proposed amendment to PRD, PCD & HR requirements to provide better protection and enhancement of environment. 2. Enforce adopted standards.	Planning Dept. Planning Dept.	
B. Underground utilities.	As soon as possible	Seek scheduling of under- grounding of utilities on major streets not already undergrounded.	Community Action/NCP	Utility Co. assume program or Assessment District

STANDARDS AND DEFINITIONS

Balanced Transportation System - A transportation network in which the several circulation subsystems (auto, bus, LRT, bike, etc.) complement and reinforce one another and provide mobility, accessibility and safety for residents of the community.

Bikeways fall into three general categories based on the degree or extent of their improvements:

Bicycle paths (Class I) are completely separate from vehicle traffic.

Bicycle lanes (Class II) along streets are reserved for bikes only. They may be marked with a painted stripe on the road (more a psychological than a physical protection) or with curb barriers.

Bicycle routes (Class III) are simply lightly traveled streets marked with signs encouraging bicycle use and cautioning motorists.

Commercial

Regional Centers emphasize such shopping goods as apparel, major household appliances, and furnishings. The dominant establishments are usually one or more department stores. Variety and specialized stores are typical tenants, as are business and professional services. Recently, automobile agencies and major recreational facilities have made their appearance. In all, more than forty different kinds of establishments are generally required to provide the range of goods and services associated with regional centers.

Community Centers provide a wide range of convenience goods as well as some shopping goods. A variety or junior department store may be the primary facility among the more than twenty different kinds of establishments normally found in this type of center.

Neighborhood Centers characteristically provide goods and services of a convenience nature, designed to meet daily needs. The dominant store is usually a supermarket. Other establishments may include a drug store, liquor store, self-service laundry, beauty and barber shop, shoe repair and service station. At least fifteen different kinds of establishments are necessary to provide a complete range of convenience goods and services.

availability of vacant parcels of land than on other factors. The effective service radius varies somewhat depending on the type of person served, although it is rarely more than the walking range of a preschool child or about 1/8 mile.

1. Term derived from Park and Recreation Citizens Study Committee Report (San Diego, 1963, p. 10. Refers to neighborhood and community parks only.
2. Park and Recreation Citizens Study Committee Report, pg. 15 refers to "Park . . . established to preserve those areas which are . . . outstanding . . . because of scenic, natural or cultural features . . . the location of these parks is dependent on the natural resource itself."

Park and Ride - Terminals where passengers may leave their cars and transfer to public transportation.

Planned Residential Development - A predominantly residential development improved in accordance with an overall project plan and characterized by the following:

1. The density regulations of the zone in which the Planned Residential Development is located are applied to the total area of the Planned Residential Development rather than separately to individual lots or building sites.
2. The right to use and enjoy any privately-owned common open space areas and recreational facilities provided on the site of the Planned Residential Development shall be coupled with the severalty interests of the owners of the dwelling units. Ownership may be of lots or condominiums or both.
3. A Planned Residential Development may include accessory commercial, office and recreational facilities limited in size and capacity to the needs of the occupants of the development and their guests.

Public Transportation, Mass Transit, Mass Transportation - General terms, often used interchangeably to describe a system of common carrier facilities offering transportation service on a fare payment basis and operating on established schedules along designated routes with specific stops.

1. LRT- Light Rail Transit is a mode of urban transportation utilizing predominantly reserved but not necessarily grade-separated rights-of-way. Electrically propelled rail vehicles operate singly or in trains. LRT provides a wide range of passenger capabilities and performance characteristics.
2. Bus Transit is a mode of urban transportation operating primarily in 40 foot transit vehicles on public rights-of-way. Buses operate on clean diesel or compressed natural gas (CNG). Bus transit is characterized by route and planning flexibility to allow service modifications as community dynamics change.